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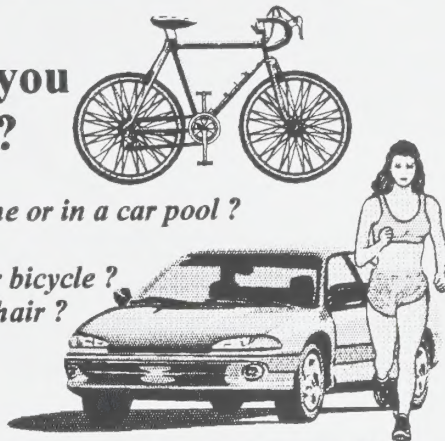
CITYVIEW

City of Hamilton Planning and Development Department

1996

TRANSIT AND OTHER FORMS OF TRAVEL**How do you get where you need to go in Hamilton?**

Do you drive your car to work - alone or in a car pool ?
 Or do you ride an HSR bus ?
 Do you brave the traffic to ride your bicycle ?
 Maybe you ride a motorized wheelchair ?
 Or even jog to work ?



To each his own ! Hamilton is fortunate to have many different ways for people to get around, to suit the needs of its residents. Most people travel by automobile. A separate brochure, entitled "Travel by Road", discusses auto and truck travel, parking, and related issues.

This brochure addresses other forms of travel, such as bus transit, cycling, walking, and travel by rail, air, and shipping. Each of these forms of travel raise different issues, and have their own impact on the overall transportation system.

Bus Transit**How many people use transit now?**

Present use of transit is about 50 annual trips per capita in the service area. Of total trips made by auto and bus, about 11 % are by bus. Transit ridership levels have declined steadily since the mid-1980's, for reasons such as the shift in population to the suburbs, where transit is less convenient; increased long-distance commuting for jobs; and a decline in the number of young people who are large users of transit.

How many people will use bus transit in the future?

Transit is a desirable form of travel, since it is energy efficient when operating at or near capacity. Full buses, or even half-full buses, use less energy and create less pollution than cars with one or two occupants. So, how do we get more people riding the buses ? And how many transit users is a reasonable goal to aim for ?

The recent Regional Transportation Review says we should aim for transit ridership of about 100 annual trips per capita in the service area, within 25 years. This would be double the present rate. But, isn't transit ridership falling at present ? Yes it is. These ambitious goals are intended to promote change, to help make a major shift to more energy-efficient forms of travel and increased land use densities. This will not be easy, but it is important.

"In the Year 1996"**"In the Year 2021"**

MODES OF TRAVEL

Bus Transit

Local bus service in the City is provided by the Hamilton Street Railway (HSR). As of 1994, the HSR system carried 20.5 million trips annually, with 174 buses in the peak period (rush hour). This total system extends beyond Hamilton, into Stoney Creek, Dundas and Ancaster, with most of the riders and routes running in Hamilton. Downtown Hamilton is the focal point for the HSR system, where most of the routes converge on Gore Park. When the Hunter Street GO Station opens in spring 1996, it will become the focal point for much of the HSR service.

If you presently travel by car, what would it take for you to switch to the bus?

Pedestrians

When you think about it, almost everyone is a pedestrian at some point in their journeys, if only between the car and the front door. Pedestrians need a clearly defined, well lighted, sufficiently wide, safe place to walk, away from traffic. Other facilities may be provided, such as benches for seating, and amenities such as newspaper boxes. When roads are being built or reconstructed, sidewalks should be provided to reflect the amount of pedestrian traffic. **Should sidewalks should be provided on all new major roads?**

Hiking Trails

Walking is a pastime which appeals to many, for exercise and recreation. Trails are being built in different locations, including some former railway lines which have been converted for hiking.

Examples are:

Escarpment Rail Trail, from foot of Wentworth Street to east Mountain;
West Hamilton trail, from Ewen Road to Dundas Conservation Area; and,
Waterfront Trail, along Beach Boulevard in Hamilton Beach neighbourhood.

Should there be more walking trails in the City? Where could they be added?

Automobile Travel

Travel by car is one of the many options available for getting around in Hamilton. As noted in the separate brochure, "Travel by Road", it is still the most popular form of transportation. Hamilton is fortunate to have a well-developed system of roads, which is being improved by the addition of new links. The one-way street system and co-ordination of traffic signals moves traffic efficiently. Encouraging more people to carpool would make auto use even more efficient. Dividing up the roadway fairly between for cars, buses, pedestrians and cyclists, is also an issue.

Is your car your home away from home? Are you willing to carpool, to save money and fuel?



Cycling

People ride bicycles for recreation and exercise, and to travel to work or school. Bicycle routes may be on public roads or separate trails. A bikeway system is being built within the City, as part of the Regional Bicycle Program. New links are to be added, as well as facilities such as storage. A useful system must provide good connections to places people want to go, such as the downtown. It is felt that better bicycle routes are needed around and into the downtown area; between McMaster University and downtown; and between the Central Mountain and downtown. There are proposals for such bicycle links on specific streets, such as Locke Street, Ferguson Ave., several downtown streets, and the Jolley Cut crossing the Escarpment.

Is cycling to work an option for you? What improvements or bike paths would help?



GO Transit Commuter Rail

People in Hamilton can also use the train to get to work and other places. GO Transit offers commuter rail and bus service to and from Hamilton, providing connections to Toronto and places beyond. At present, there are two types of GO Transit to Hamilton:


GO Train service consists of 3 trains per day, operating from the vicinity of the CN Station on James St. N. People can also drive to the Aldershot GO Station; and, GO bus service operating throughout the day, at frequencies of up to every 10 - 12 minutes during the peak hour, from the Rebecca St. bus station to the Oakville GO Train station.

The former T.H. & B. Station on Hunter St., now being renovated, will become the terminus for GO Transit train and bus service in Hamilton. It is anticipated to open in late spring, 1996.

Do you plan to "go" to/from the Toronto area on the "GO"? Why not try it?



Barrier Free Design



Not all citizens are able to use walking trails, since some are confined to wheelchairs. Others are visually impaired. Such people may benefit from special treatments to sidewalks and curbs, which may be called "barrier free design". Guidelines being prepared by the City require features such as ramps at the edges of sidewalks; and markings to identify the edges and centres of sidewalks, to guide users. The City has made barrier free design a priority, especially for public buildings and spaces. Eventually it will be required in the entire City.

Does barrier free design for the handicapped also benefit others such as the elderly?



Other Travel Modes



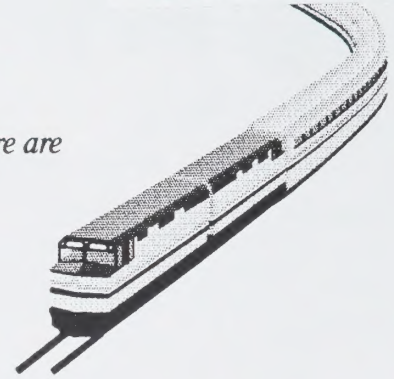
Transportation of Goods

There are several ways in which goods can be transported around Hamilton, just as there are different modes of travel for commuters and other people.

"One if by Land

Two if by Sea"

Three if by Hamilton Airport."



Rail

Hamilton has, for many years, been a hub of rail travel. Its strategic location at the head of Lake Ontario made Hamilton an important focus for shipping goods by rail. Travel by rail has undergone changes, as rail companies rationalized their operations, and abandoned some lines. Noise associated with railways can have a major impact on nearby land uses. Therefore, there are standards for distance separation and buffering from residential areas. Marshalling or storage yards for trains may also be required, which need considerable land area, and generate noise if trains are shunted. Such yards should be located away from noise-sensitive residential areas. Rail crossings on roadways may cause conflict with traffic.

How should new and existing development be designed to minimize impacts of rail service?



Shipping and Boating

Hamilton is fortunate to have an excellent enclosed harbour. The origins of the City can also be traced to its roots as a shipping destination. Shipping and recreational boating remain important in Hamilton Harbour. A boat tour around the harbour reveals many industries with shipping terminals, and numerous boats moored at marinas, which provide waterfront enjoyment for many people. The City recognizes the authority of the Hamilton Harbour Commissioners for the use of lands for bona fide shipping and navigation purposes. **How can shipping uses and natural areas around the Harbour be planned for compatibility?**



Air Travel

Hamilton Airport is the focus for air travel within the City and Region. Industries and businesses in the vicinity can use the airport for commercial flights. Hamilton Airport presently has underused capacity, and could be expanded to accept overflow traffic from Toronto's Pearson Airport. Recent privatization initiatives have raised various issues, such as the function of the airport - forms of freight vs. passenger travel; and airport noise, some of which is from training flights. Minimizing this noise is important for nearby residents. **Can air service at Hamilton Airport be expanded, without excessive noise from planes?**

For more information on this brochure, please contact
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CITYVIEW

CityView Hamilton's Plan for Tomorrow is your opportunity to present your ideas and thoughts on the future of Hamilton.

Your ideas will ultimately form the basis of a new Official Plan for the City of Hamilton.

Staff of Hamilton's Planning and Development Department are available to answer your questions on any facet of CityView.

Ways to Contact Us...

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